



ENVIRONMENTAL  
IMPACT STATEMENT

## NEWS RELEASE

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**April 5, 2006**

### **Officials Explore Funding Options for the Mountain View Corridor**

SALT LAKE CITY (April 5, 2006)—Elected officials and other stakeholders met today at the E-Center to discuss how Utah's \$16.5 billion funding deficit relates to the proposed Mountain View Corridor in west Salt Lake County and northwest Utah County.

"Demand for new roadway and transit systems throughout Utah is increasing," said Utah Department of Transportation Executive Director John Njord. "Utah is experiencing unprecedented growth statewide, and the population in many parts of the state, including west Salt Lake County and northwest Utah County, is expected to more than double by the year 2030."

However, transportation experts are quick to point out that the demand for transportation infrastructure is increasing throughout Utah, while the funding sources available to pay for maintenance and improvements cannot keep up. This discrepancy between demand and available funding requires a close look at all ways to pay for new roads.

"Choosing a single, current method for funding transportation projects would require significant increases in some form of taxes or fees," Njord said. "For example, the statewide gas tax would have to be increased by \$0.50 per gallon to meet the funding shortfall."

It is unlikely that one funding tool on its own will solve the problem. The ultimate solution will more likely be a combination of many tools, according to officials from the Utah Department of Transportation (UDOT).

In an effort to examine innovative possibilities for overcoming funding challenges, the Utah State Legislature commissioned the "Managed Lane Study" to examine tools that maximized roadway capacity and provided new revenue sources. Tolling—a relatively new financing concept in Utah—was one tool identified in that study. Various corridors statewide were identified with managed lanes potential, including the Mountain View Corridor.

"No decisions have yet been made for the Mountain View Corridor," said Mountain View Corridor Project Manager Teri Newell. "Tolling is being considered as an option in the ongoing Mountain View Corridor Environmental Impact Statement study."

The Mountain View Corridor team is studying both tolled and non-tolled alternatives in the Environmental Impact Statement study in order to fully understand the impacts of both. The team will disclose the impacts of all alternatives to allow for a fair comparison.

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“Public discussions need to take place, but they need to occur with the correct information in hand,” Newell said. “We want to get information to the public regarding transportation funding issues, including tolling.”

Public education efforts related to transportation funding and the Mountain View Corridor will include local town hall meetings beginning in May. Those interested in learning more about the project and upcoming meetings should check regularly on the project website at [udot.utah.gov/mountainview](http://udot.utah.gov/mountainview).

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